



Tier II Consultation Meeting
Minutes – September 3, 2015

Participants:

Patricia Berry	CMAP
Kama Dobbs	CMAP
John Donovan	FHWA
John Baczek	IDOT
Jesse Elam	CMAP
Jen Maddox	CMAP
Claire Bozic	CMAP
Craig Heither	CMAP
Chris Byars	FHWA
Ron Shimizu	Parsons Brinkerhoff
Pete Harmet	IDOT
Mark Peterson	IDOT
Michael Leslie	USEPA
Ross Patronskey	CMAP
Russell Pietrowiak	CMAP
Chris Schmidt	IDOT OP&P
Mark Pitstick	RTA
Matt Fuller	FHWA-via phone
Ken Runkle	IDOT-via phone
Brian Carlson	IDOT-via phone
David Bloomberg	IEPA-via phone
Chuck Gebhardt	IEPA-via phone
Dana Vetterhoffer	IEPA-via phone
Darwin Burkhart	IEPA-via phone
John Sherill	FHWA-via phone

1.0 Call to Order and Introductions

The meeting was called to order at 10:30 a.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements

None.

3.0 Approval of Minutes – February 19, 2015

On a motion by Mr. Donovan, seconded by Mr. Leslie the minutes were approved as presented.

4.0 Semi-Annual GO TO 2040 and TIP Conformity Amendment

Mr. Patronskey reported that the semi-annual GO TO 2040 and TIP conformity amendment had been posted on CMAP's website for public comment and no comments were received. He also stated that the conformity amendments would be presented to CMAP's regional coordinating committee and then to the CMAP board and MPO policy committee for approval in October.

5.0 Update to Monthly and Daily VMT inputs and to MOVES model

Ms. Bozic discussed the memo that was included in the meeting packet regarding inputs to the MOVES model for monthly and daily distribution of VMT that CMAP is proposing to use. Ms. Bozic stated that CMAP would like to use IDOT continuous count stations which provide vehicle class data to determine VMT for the region. Ms. Bozic also stated that, due to limitations of the counting technology, CMAP proposes to develop motorcycle distributions based on crash data and 2013 and 2014 National Park Service RV camper statistics for motor home distributions. Concurrence in the use of the updated input data was given by all the members except Illinois EPA representatives who requested more time to discuss the matter as they are in the process of transitioning to new staff on this committee.

6.0 I-290 (TIP ID 04-00-0023)

Mr. Harmet presented an overview of IDOT's I-290 project study, specifically the preliminary build alternative, which involves the addition of a high occupancy toll lane (HOT 3+) between Mannheim Rd and Austin Blvd and the conversion of the fourth lane in each direction between Austin Blvd and Ashland Ave to a HOT+3 lane. Mr. Harmet stated that IDOT and their consultants on this project have taken a refined approach, specifically trying to avoid impacts on the community such as noise and air. Mr. Harmet also stated the data shows that the impact of the project would be well under the CO 8 hour and 1 hour standards. Mr. Harmet said that the HOT+3 lane is intended for car use. Mr. Shimizu stated that the modeling analysis suggested that 45 mph would be the average speed and that any increase in diesel trucks would be relatively modest at about 3,300 more trucks per day by 2040. Mr. Leslie asked which of the interim years might be the worst in terms of emissions. In response Mr. Shimizu stated that traffic volumes were expected to increase linearly over the interim years up to 2040.

Mr. Leslie stated that maintenance for the 1997 standard will be revoked and that under the new standard the region will be "unclassifiable", which technically means that the region is in attainment until enough new data can be collected to make a determination. Mr. Leslie also stated that the analysis being done for this project would provide good information for the NEPA process. Mr. Leslie stated that the analysis could be used to answer the questions regarding Projects of Air Quality Concern (PAQC), and that IDOT

should look at the FHWA recommendations, including level of service. Mr. Leslie also stated that if the region is in attainment due to the previously mentioned “unclassifiable” designation that a determination of whether the project is one of air quality concern does not even need to be made.

Mr. Patronsky then asked what the range of the level of service for the I-290 area being analyzed is. Mr. Shimizu stated that in general it ranged from D to F and that it was below C for about 17 hours and that under the preliminary build alternative most of the current level of service E and F would likely become level D.

Mr. Fuller asked when the current designation would be removed. Mr. Leslie stated that that would likely be in the spring of 2016, which would be before the I-290 project study would be complete. Mr. Schmidt asked if this project was going to be classified as a PAQC. Mr. Leslie stated that more data may be needed for the NEPA process but that a PM hot spot analysis may not be needed once the region is “unclassifiable”. Mr. Leslie stated that he would send the information needed to document that this was not a PAQC to IDOT. Mr. Byars asked if an analysis was still needed to which Mr. Leslie stated that only documentation was needed.

7.0 Ozone NAAQS Update

Mr. Leslie reported that US EPA published a proposed rule updating the ozone NAAQS on December 17, 2014. The standard must be finalized by October 1st, 2015 and will likely become effective in early December, 2015. Assuming this effective date, designations are expected to occur in December, 2017, based on 2014-2016 monitoring data. The proposed rule updates the standard range from the current 75 ppb to a value anticipated to be in the range of 65 – 70 ppb.

8.0 Ozone attainment status

Mr. Bloomberg stated that the region did not meet the attainment deadline of July, 2015, and US EPA has proposed changing the region’s designation to moderate. Mr. Bloomberg said that the region may be able to submit a redesignation request. The region is very close to meeting the 8 hour standard based on 2013-2015 data. The Chiwaukee Prairie Stateline monitor can exceed the standard once more during this ozone season without causing a violation. Mr. Patronsky asked what could happen if the Chiwaukee monitor does have another exceedance. Mr. Leslie stated that the EPA’s proposed change to moderate wouldn’t extend any deadlines. Mr. Bloomberg said that IEPA could need a lot of reductions from mobile source emissions to attain the standard in this case.

9.0 Updated Transportation Conformity SIP

IEPA stated that they are working on this but that they are still in the learning process regarding what needs to be done. Mr. Leslie stated that he would send them examples from other states so that they could see what they have done.

10.0 Projects in the TIP that qualify for conformity

Mr. Patronsky stated that there is a difference between what is required for conformity purposes in the TIP and FHWA requires for design approval. A conformed project needs to have some funding for a phase after phase 1 engineering in the TIP. FHWA requires meaningful funding, for a subsequent phase. This is worked out between FHWA and the implementer. This difference is reflected in CMAP’s conformity FAQs.

Mr. Carlson asked what funding commitment past phase 1 engineering is required in the TIP in order for the project to be conformed. He noted that IDOT has included Right of Way acquisition. CMAP staff indicated that this was acceptable for conformity purposes. Mr. Donovan stated that he would follow up with Mr. Fuller regarding FHWA’s response to this particular funding scenario with respect to design approval.

11.0 Tracking Projects of Air Quality Concern (PAQC)

There was nothing new to report at this time.

12.0 Major Capital Project Updates

Ms. Berry noted that a brief update on the status of Major Capital Projects is available on the Transportation Committee minutes page.

13.0 Other Business

Mr. Runkle asked for more information as to why the fine particulate data that will cause the region to be “unclassifiable” wasn’t valid. Mr. Leslie stated that there were issues with how the data was handled and that there existed the possibility that some of it had been contaminated. Mr. Bruckner stated that the IEPA contracts with a lab in Cook County. US EPA audited the lab, and it came to light that some of the temperature and humidity controls were not as rigorous as they should have been. This led to the invalidation of a few years’ worth of data and impacts both the CMAP region and the East St. Louis region.

14.0 Public Comment

None.

15.0 Next Meeting

The next meeting was left on call.

16.0 Adjournment

The meeting adjourned at 11:20 a.m.

Tier II Consultation Team Members:

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		